

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,251 號壹十伍百貳千叁萬壹第 日肆月捌年六十二緒光 HONGKONG, TUESDAY, AUGUST 28th, 1900. 式拜禮 號捌十貳月捌年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

A FINE OLD BRANDY.

**WATSON'S
B BRANDY**

IS ONE OF HENNESSY'S SOUNDEST PRODUCTS
AND AT \$21 PER CASE IS THE BEST VALUE
IN THE HONGKONG MARKET.

**A. S. WATSON & CO.,
LIMITED,**

WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1841.

CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & CO.'S SELECTION.
Sole Agents for—
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS'

KILMARNOCK WHISKY.

This World-renowned
Fine Old HIGHLAND WHISKY is shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central,
Hongkong, 28th July, 1897.

**CUTLER, PALMER
& CO.'S**

Price \$10.75 PER DOZEN

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"SPECIAL BLEND" WHISKY

Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO. Hongkong.

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of an hour

8.30 a.m. to 9.30 a.m. Every ten minutes

9.30 a.m. to 10.30 a.m. Every quarter of an hour

10.30 a.m. to 11.30 a.m. Every quarter of an hour

11.30 a.m. to 12.30 p.m. Every quarter of an hour

12.30 p.m. to 1.30 p.m. Every quarter of an hour

1.30 p.m. to 2.30 p.m. Every quarter of an hour

2.30 p.m. to 3.30 p.m. Every quarter of an hour

3.30 p.m. to 4.30 p.m. Every quarter of an hour

4.30 p.m. to 5.30 p.m. Every quarter of an hour

5.30 p.m. to 6.30 p.m. Every quarter of an hour

6.30 p.m. to 7.30 p.m. Every quarter of an hour

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9.30 p.m. to 10.30 p.m. Every quarter of an hour

10.30 p.m. to 11.30 p.m. Every quarter of an hour

**SMITH'S
"GLASGOW MIXTURE"
AND
"CUT NAVY"
TOBACCOS.**

COOLEST AND SWEETEST TOBACCOS MANUFACTURED.
IN 1 LB. TINS... \$1.10 AND \$1.25 PER TIN.

LANE, CRAWFORD & CO.

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EASTMAN'S KODAKS, FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & CO.,
17A, QUEEN'S ROAD, HONGKONG.**

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

VERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

C.P. & Co.'s INVALIDS' PORT,

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour

See analysis and certificate by Professor Cassal.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.,

\$39.75 PER DOZ.

VERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.

J. M. DE ZUNIGA,

No. 9, QUEEN'S ROAD CENTRAL.

Entrance: ICE HOUSE STREET (New Victoria Hotel)

SUMMER DRINKS.

WATKINS' FRUIT SYRUP

WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND

REFRESHING BEVERAGE.

RASPBERRY. BANANA.

BLACKBERRY. STRAWBERRY.

LEMON. LEMON SQUASH.

PEACH. ORANGE.

PINEAPPLE. CHERRY, &c. &c.

MANUFACTURED ONLY BY

WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS.

66, QUEEN'S ROAD CENTRAL, HONGKONG.

BISMARCK & CO.,

27 & 28A, PRAYA CENTRAL.

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL

MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN

and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-
WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur.

ABSOLUTE purity can only be obtained by Distillation.

Absolute PURITY can only be obtained by Distillation.

Absolute purity CAN only be obtained by Distillation.

Absolute purity can ONLY be obtained by Distillation.

Absolute purity can only BE obtained by Distillation.

Absolute purity can only be OBTAINED by Distillation.

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**SOME OF HATCH, MANSFIELD &
CO.'S CUSTOMERS.**

HER MAJESTY THE QUEEN.

H.R.H. THE PRINCE OF WALES.

Earl of Rosebery, K.G.
Lord Sandhurst (late Governor of Bombay).
Lord Penryn (Governor of South Australia).
Lord Brassey (Governor of Victoria).
Rt. Hon. Sir E. Monson.
Hon. Alfred Lyttelton, M.P.
Rt. Hon. Arthur J. Balfour.
Rt. Hon. Sir E. H. James, K.C.B.
Rt. Hon. H. H. Asquith.
Gen. Sir Francis Grenfell.
etc. etc.

H.M. SHIPS.
H.M.S. "Narcissus."
H.M.S. "Charybdis."
H.M.S. "Pembroke."
H.M.S. "Calliope."
H.M.S. "Victorious."
H.M.S. "Swallow."
H.M.S. "Hermione."
H.M.S. "Dido."
H.M.S. "Isis."
H.M.S. "Imperieuse."
etc. etc.

Earl Spencer, K.G.
Earl of Lathom.
Viscount Corzou, M.P.
Viscount Cranborne, M.P.
Vice-Admiral Lord W. Kerr, K.C.B.
Rt. Hon. Gerald Balfour.
Sir John Stirling Maxwell, Bt.
Gen. Sir Dighton-Pröby, K.C.B.
Gen. Wyndham, Esq., M.P.
Victor Cavendish, Esq., M.P.
etc. etc.

REGIMENTAL MESSERS.
2nd Life Guards.
1st Royal Dragoons.
8th King's Royal Irish Hussars.
11th Prince Albert's Own.
Royal Artillery, Woolwich.
Coldstream Guards, 1st & 3rd Batt.
Royal Irish Regiment, 2nd Batt.
King's Own Yorkshire Lt. Infantry.
King's Royal Rifle Corps, 4th Batt.
Royal Welsh Fusiliers, 4th Batt.
etc. etc.

LINSTEAD & DAVIS.

AGENTS, HONGKONG.

Hongkong, 27th August, 1900.

BLATZ.

THE STAR MILWAUKEE BEER.

PER CASK OF 10 DOZ. PINTS ... \$25.00

SOLE AGENTS—

H. PRICE & CO.,

12, QUEEN'S ROAD.

ROBINSON PIANO CO., LD.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS

OF ALL THE FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH

BY THE MAKERS AND OURSELVES.

ROBINSON PIANO CO., LD.

THE VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SHOOTING SEASON, 1900.

JEFFERY & Co.'s 12 BORE GUNS in

Case, with Implements Complete, from \$100.

**SCHULTZE SPORTING CARTRID-
GES.**

**ELEY'S CARTRIDGE CASES WADS,
&c.**

CARTRIDGE BAGS and BELTS.

**WATER FLASKS and every kind of
SPORTING REQUISITE.**

WM. SCHMIDT & CO.

Hongkong, 21st August, 1900.

MITSUI BUSSAN KAISHA

No. 6, ICE HOUSE STREET, PRAYA CENTRAL

Head Office—Tokyo.

Branch Office—LONDON, NEW YORK, BOM-
BAY, SINGAPORE, SHANGHAI, TIENT-
SIN, NEWCHANG, and all Ports in
JAPAN.

AGENCIES:—

Milke Coal Mines.

Kanada Coal Mines.

Hokoku Coal Mines.

Yoshinotani Coal Mines.

Onoura Coal Mines.

No. 1, Ohtsui Coal Mines.

Ichimura Coal Mines.

Yoshio Coal Mines.

Yamano Coal Mines.

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The Osaka Shosen Kaisha, Limited.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kanagawa Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Milke Cotton Spinning Mills.

Onoda Cement Company.

Imperial Government Paper Mills.

MITSUI BUSSAN KAISHA.

M. FUJISE.

Manager.

Hongkong, 19th August, 1899.

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER

is obtained by the Water Boats, as FOUL

WATER is the cause of much Sickness on board

Ship.

We are the ONLY WATER BOAT COMPANY

in HONGKONG EXCLUSIVELY supplying

FILTERED WATER.

CALL FLAG W.

J. W. KEW & CO.

STEAM WATER BOAT COMPANY.

Hongkong, 9th October, 1895.

HOTELS.

VICTORIA HOTEL.

SHAM-KEEN-CANTON.

THIS FIRST CLASS HOTEL having

been thoroughly renovated, and a new

specialty built 3 Storey wing added to it, now

affords a splendid Accommodation for 40 to 50

Visitors.

The Bed Rooms are airy and comfortably

furnished and the Dining and Sitting Rooms

are spacious and replete with every convenience

for Tourists.

Excellent Cuisine and best Wines.

The Hotel's Boat boards all Steamers on

their arrival and departure.

Telegraph address "VICTORIA, Canton."

A. B. C. and A. L. Codes used.

MADAM & FARMER, T. F. DA CRUZ,

Proprietors.

Hongkong, 16th November, 1899.

RAFFLES HOTEL.

SINGAPORE.

SITUATION UNSURPASSED.

THE Finest Hotel in the East. Rooms ex-
quisite. Every Room with Private Bathroom
attached. Cuisine under two French Chefs.

CURRIES A SPECIALITY.

Every Home Comfort.

Electric Bells throughout the Hotel.

Electric Lights.

Electric Fans.

Terms Moderate.

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.

AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,
LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

Per Case
1 Doz.

B—SUPERIOR PALE DRY.

Dinner Wine, Green Seal Capsule \$10.80

C—MANZANILLA, PALE

NATURAL SHERRY, White

Capsule 12.00

CC—SUPERIOR OLD DRY.

PALE NATURAL SHERRY.

Red Seal Capsule 12.00

D—VERY SUPERIOR OLD

PALE DRY, choice old

Wine, White Seal Capsule 14.40

E—EXTRA SUPERIOR OLD

PALE DRY, very finest quality.

Black Seal Capsule (Old)

BOTTLED)..... 20.40

B, C, and CC are excellent dinner Wines

and suitable for invalids and delicate

stomachs. D and E are after dinner Wines

of a very superior vintage. All are true

Xeres Wines.

Sample bottles and smaller quantities will

be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits

to be genuine when bought direct from us

in the Colony or from our authorised Agents

at the Coast Ports.

A. S. WATSON & CO., LIMITED,

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns

should be addressed to THE EDITOR.

Correspondents must forward their names and

address with communications addressed to the Editor,

not for publication, but as evidence of good faith.

All letters for publication should be written on

one side of the paper only.

No anonymously signed communications that have

already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should

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that hour the supply is limited. Only supplied for

Cash.

Telegraphic Address Press—A.B.C. Code.

P.O. Box 33. Telephone No. 12.

BIRTH.

On the 26th August, 1900, at No. 3, Mosque

Junction, Hongkong, the wife of R. M. de Souza,

of a daughter.

DEATH.

At Rongai, Essex, on the 14th July, Capt.

CHARLES J. RUSTON, formerly of Singapore.

The Daily Press.

HONGKONG, August 28th, 1900

THE puzzling news which reached us from

Amoy on Saturday and Sunday last is now

supplemented by the letter from our

correspondent which we publish in to-day's

issue. From this it appears that early on

Friday morning, the 24th instant, a small

house in the city, which had been converted

into a temple by the Japanese Buddhists

who carry on their propaganda in Amoy,

was burnt down. Within two hours' time,

at 4 a.m., some sixty armed Japanese sailors

were landed on Haimun Island, on which

Amoy is built, from one of the Japanese

warships in the harbour—the cruiser *Taka-**chiko*, it may be noted, having arrived on

the 18th inst. These sailors, after marching

to the scene of the fire, returned and crossed

the harbour to Kulangsu Island, about a

third of a mile away, where nearly all the

Japanese themselves with a view to having a pretext to land. Our correspondent seems inclined to agree with the Chinese view and points out that the natives are perfectly quiet. It may be remembered that earlier in the month it was reported that some turbulent Foochow secret society men had been arrested at Amoy. Nothing, however, appears to have come of this affair, as we have heard no more about it. It is possible that the Japanese, who take a peculiar interest in Fokien, may have seen enough appearance of unrest in the neighbourhood of Amoy to cause them genuine uneasiness, and the possession of interests in any part of China has a wonderfully quickening effect on the power of detecting danger. It is plain from the Japanese Press that the British action in landing troops at Shanghai has had a considerable effect on public opinion in Japan. Nor was the earlier occupation by the Russian troops of New-chung native city overlooked by Japan. It is certain that a strong party in the Island Empire is watching for signs of a coming scramble for Chinese territory, in which they do not intend their country to be left out. In view of the suspicion with which the European Powers look on one another's proceedings it is hardly possible to expect Japan to manifest more trustfulness in the disinterested action of the Europeans. Since the departure of the U.S.S. *Princeton* Amoy has been left almost entirely under Japanese protection in case of emergency. The last European warship to call at the port was, as far as we know, the French gunboat *Alouette*, which reached Amoy on the 21st inst. on her way to Shanghai. H.M.S. *Isis* left our harbour yesterday for a cruise. Is it possible her cruise can be extended to Amoy? If suspicion is rightly entertained of Japanese motives, the presence of a man-of-war of some European nation would have a reassuring effect on the minds of the Amoy residents.

For returning from banishment Lai Po was yesterday sentenced to 12 months' hard labour. He was banished for five years on the 30th December, 1897.

On Sunday Sergeant Garrod found Lau Choo delivering letters from Sam Shui which had not been through the post. He arrested him, and yesterday the man was fined \$100.

The P. & O. steamer *Clyde* left Singapore for this port on the 27th instant, at 1 p.m., with the outward English mails, and is due here on the 1st September, at about 8 a.m.

At about seven o'clock on Sunday morning the cookhouse on the first floor of house No. 72, Third Street, collapsed. There were two persons in the cookhouse at the time and also one on the ground floor. All three were injured somewhat and taken to the hospital.

A coolie named Kwan Fung was passing a stall containing some clothing on Saturday morning when he could not resist the temptation to endeavour to appropriate some of it. He accordingly got hold of six jackets and took to his heels. The hawk was, however, too sharp for him, catching him before he had got far. Yesterday Mr. Huzeland sentenced the man to two months' hard labour.

A boy aged 15, named Lo Kau, was charged yesterday with stealing \$4. The complainant, Chan Yau, is a coolie just returned from Singapore. He was on the Pruva on Sunday afternoon eating some congee when the defendant stole up to him and tore his coat pocket away. The pocket contained \$4 in small change and the money was scattered about. A number of coolies rushed forward and picked the money up. The defendant was caught while similarly engaged. It is supposed that the other coolies were accomplices. The complainant caught him and gave him into custody. In answer to His Worship Inspector Warnock said the boy had been previously convicted.—His Worship: This boy is going to turn out a regular thief.—Inspector Warnock: Yes; there is a gang of boys going about in this way.—The boy was sentenced to two months' hard labour, the last fortnight to be passed in solitary confinement. He was also ordered to receive 12 strokes with the birch.

At the Supreme Court yesterday morning the Attorney-General (the Hon. W. Meigh Good-man, Q.C.), instructed by Messrs. Denny and Bowley, applied to the court that Mr. Edgar Arthur Bonner, who was a solicitor of the Supreme Court in England, should be approved, admitted, and enrolled to practice as an attorney and solicitor and proctor in that honourable court. Mr. Bonner had filed an affidavit in which he stated that he was admitted to practice as a solicitor in the Supreme Court of Adjudication in England on the 17th July of last year, and the certificate of admission bearing that date was produced. Mr. Bonner, in his affidavit, declared that he was the person mentioned in that certificate, that he had resided in England all his life, and that he arrived here on the 17th August. There was an additional affidavit filed by Mr. Morris Ward Slade, who said that Mr. Bonner, who was a friend of his, was the person mentioned in the certificate.—The Chief Justice (Sir John Carrington, C.M.G.): Very well, Mr. Attorney-General, I approve of Mr. Bonner and direct that he be admitted and enrolled to practice as an attorney, solicitor, and proctor in this court. Mr. Bonner, I have pleasure in admitting you, and I wish you a successful practice in the colony.

During the 48 hours preceding noon yesterday only one case of plague add one death were reported. The figures for last week were 9 cases and 9 deaths, the lowest since the week ended 7th April.

The visitors to the City Hall Library and Museum last week included 233 non-Chinese and 65 Chinese to the former, and 498 non-Chinese and 1,871 Chinese to the latter institution. The Library was closed for repairs for three days.

Active steps are now being taken to establish public schools in the Philippines, and Dr. Atkinson, who is engaged in drafting a system of instruction, is to have the assistance of Professor David C. Barrow of the State Normal School at San Diego, California.

Professor C. C. Pichon, of the University of California, and a well-known writer and lecturer on sociological and economic topics, has been instructed by the U. S. Government to proceed to Manila to assist in the preparation of statistical information relative to revenue matters.

It seems that the disastrous end to the career of the American ex-army officer Cramer, who was sentenced to a term of imprisonment for obtaining money by false pretences in Hongkong, has not served as the lesson it should have done, as another American, who claims to be employed by the Secret Service of the United States Government, has followed in Cramer's footsteps, having already molested a good many people in Hongkong and Macao.

The steamer *Doric*, on her last trip to 'Frisco, was fined for violation of the United States Navigation laws. A passenger named Baldwin bought a ticket to Yokohama in San Francisco and travelled to the latter port by the steamer. The Collector of Customs asked him if he intended to go on to Yokohama within the time limit of the ticket. He said he did know, whether he would or not. On this statement the fine was levied. It is understood that an appeal has been made to the Secretary of the Treasury.

Jack Young, the Australian jockey and trainer, died on the 11th instant at the hospital of San Juan de Dios. The deceased, who for many years has attended the principal race meets in the East and Far East, was considered the best cross country rider in India. He took a trip to Japan about nine months ago, and came down to Hongkong in the early part of the year. Not being in good health he sought out the Philippines as a recruiting ground, but he gradually declined, after a long and painful illness. He leaves a wife in Calcutta to lament his loss.

Much annoyance is caused the residents of the upper levels by crowds of men and boys throwing stones at their guava trees, and in consequence of complaints made to the police, constables in plain clothes have been set to watch for offenders. On Sunday afternoon a Chinese constable in plain clothes saw some men and boys amusing themselves by throwing stones at some guava trees in Robinson Road. On his saying to them "Don't throw at those trees," he was told to mind his own business, and ultimately the crowd turned on him and began to stone him. He rushed forward to arrest some of them but they took to their heels. One of them, however, fell and injured his arm. The constable seized him and yesterday brought him before Mr. Hazeland, who fined him \$10, or a month.

The electric plant of the Ramb Gold Mining Company is, says the *Malay Mail*, in working order, and an enormous saving will now be effected in the working expenses of this fine concern. In Mr. Gilbert Whyte, says that journal, the new manager, the company have a man possessed of fine business instincts, who has had the advantage of serving for many years under the most successful miner in the Native States. There can be no doubt that ere long the revenue derived from gold in Palang will be tremendous. With Ramb an assured success, Panjom is looking up, Keechau and North Keechau are booming fast, Tui is full of fine stuff, and the Buda area is reputed to positively abound in gold.

M. S. Pichon, French Minister at Peking, whose elevation to the rank of Commander of the Legion d'Honneur we note elsewhere, may almost be said to have become a diplomatist by accident. His original profession was politics, coupled, as so often happens in France, with journalism. M. Pichon was on the staff of *La Justice* at the time when M. Clemenceau was making his brilliant but abortive effort to resuscitate that never very prosperous paper. His first political success was his election to the Paris Municipal Council. His opinions in those days were terribly unorthodox. For instance, he was the author of a project for the erection of a monument in memory of the soldiers of the Commune. He would be as little likely to associate himself with such a scheme to-day as to suggest an international suffrage in France expect to be provided for by their party. They are given an official post, and sometimes fill it as well as anybody else would. This was the case with M. Pichon, who was despatched as Minister Plenipotentiary to Port-au-Prince, where he did excellent work. By a happy accident an unsuccessful politician has been converted into a useful diplomatist. In 1898 M. Pichon was transferred to Peking. He is but little over forty years of age.

The British ship *Norma*, Captain McDonald, has arrived in San Francisco from Hongkong after a passage of sixty days, the last two days of which were spent in a severe gale off Point Reyes.

Lead has greatly increased in price as a result of the war in China, and there is said to be a combination of American and Japanese merchants to corner the article in view of the necessities of the occasion.

Mr. F. M. Kiggins, of Washington, D.C., formerly chief of the examining division of the U.S. Civil Service Commission, has been ordered to the Philippines to assist in drawing up Civil Service Regulations for the Islands. He will be accompanied by a stenographer, Mr. Fred M. Carpenter.

Admiral Philip, U.S.N., whose death has just been announced as having occurred from affection of the heart at New York, was, at one time, attached to the Asiatic Squadron, and for two years, by permission, commanded one of the steamers of the Pacific Mail Steamship Company.

Several of the leading firms in Moscow have received news that their warehouses of tea and silk at Kalgan have been plundered, and afterwards burned by Chinese rioters and troops. The goods taken away or destroyed are valued at 7,000,000 taels (about £1,107,000) reckoning the tael at 3s. 4d.

The Californian Chinese residents have held a series of meetings lately, and passed resolutions condemning the "Boxers" and the Chinese rebels in the North. Some of the more enthusiastic have sent a petition to Washington stating their desire to form a regiment and proceed with the U. S. troops to the seat of war. They are mostly Cantonese.

The following items are from the *Foochow Daily Echo* of the 18th instant.—H. M. S. *Lizard* is at Sharp Peak.—The Japanese cruiser *Tsukushi* arrived on the 14th inst., on a short visit.—We learn that a tiger came close to the foreign residences at Kulang during Wednesday and Thursday nights, each time running off with a dog from the villages.

H.M.S. "TERRIBLE" FUND.

THE DISPOSITION OF THE MONEY.

We have received the following letter and enclosure:—

TO THE EDITOR OF THE "DAILY PRESS."

18, Bank Buildings,

27th August.

Sir,—I annex a summary of the accounts of the H.M.S. "Terrible" Fund made up to the 21st August, 1900, which shows a balance in the hands of the Hon. Treasurer of \$1,089.

I am now writing to Captain Scott to enquire whether he has any immediate use for the fund, in aid of the wounded or sick from the "Terrible." The cover for the address of welcome has been made, and it will be presented to Captain Scott with the address, and the signatures upon the return of the "Terrible" here in the autumn.—I am, dear sir, yours faithfully,

H. E. POLLOCK,

Hon. Sec.

"Terrible" Reception Committee.

In account with the Honourable C. P. Chater, C.M.G.,

Hon. Treasurer.

Dr.

Dinner and smoking concert \$ 4.70

Gymkhana and sports 1,739.80

Fête on cricket ground 1,283.25

Kelly and Walsh for cover for address 38.50

\$3,766.25

By balance 1,069.00

\$4,835.25

\$6,534.55

Cr.

Subscription collected \$ 8.00

Interest at 2 per cent. allowed by Bank to 30th June 6,531.00

3.55

\$6,534.55

AMOI.

[FROM OUR CORRESPONDENT.]

Amoy, 24th August.

THE JAPANESE OCCUPATION.

This morning, at 2 o'clock, a small house in Amoy city used as a Japanese Buddhist Temple for some years was burnt. At 4 o'clock an armed party of some 60 men were landed from one of the Japanese men-of-war in port, marched to the scene, and returning an hour afterwards crossed the harbour to Kulangsu. Armed sailors fully equipped are patrolling the island with fixed bayonets. Several so-called Boxer placards have been collected by an energetic Japanese.

The Chinese say the owner of the premises had not received any rent for a long time, and that several days ago the priests removed most of the furniture, and that the place was burnt by themselves with the aid of kerosene; also that the placards were posted up by Japanese. The place is perfectly quiet and people peaceable; the armed party were not even insulted.

IS IT A GOT-UP AFFAIR?

It really looks very much like a pre-arranged affair with but one object in view, to create trouble. Amoy is extremely quiet and there is not the slightest cause for alarm.

Japan wants Amoy and is making a fair bid to get it, as the other Powers will find out when perhaps too late. The sooner a British, French, and German battleship is here the better.

HONGKONG VOLUNTEER CORPS.

"C" MACHINE GUN COMPANY.

The August shoot for the "Capt. Fotts"

Cup resulted in Gunner Shoobred registering his second win in this competition. There was a very poor attendance, no doubt due to the heat. Scores:—

200	400	500	Handi-	To-
yds.	yds.	yds.	cap.	tal.
Gunner Shoobred	33	23	29	0
Sergeant Smille	28	23	24	87
Corporal Sherwin	25	20	15	74
Gunner C. Lee	24	26	10	73
Gunner Miller	24	21	20	8

Spoon winner.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 27th August, 9.22 p.m.

BRITISH CONSUL RETURNS TO CHUNGKING.

The *Pioneer*, with Consul Fraser, the Customs staff, and other passengers on board, arrived at Chungking on Sunday after a voyage of sixty-four sailing hours from Ichang.

FAVOURABLE OUTLOOK.

Affairs have now assumed a more settled aspect, and at Chungking all is reported well.

REUTER'S SERVICE.

London, 25th August.

THE SOUTH AFRICAN WAR—EXECUTION OF LIEUT. CORDUA.

Lieut. Cordua, late of the Transvaal State Artillery, was shot yesterday morning in the precincts of Pretoria gaol.

SAILORS AND SOLDIERS' CHINA RELIEF FUND.

Already acknowledged \$440.00

"Snipe" 5.00

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The transport *Ufina* arrived yesterday from Calcutta, bringing C Battery R. H. A. (6 British officers, 179 N. C. O.'s and men, 135 followers, 6 guns, with horses and mules); part of the Ammunition Column (1 British officer, 24 N. C. O.'s and men, 29 followers, and horses); British Field Hospital No. 22, and details of the 2nd infantry brigade.The transport *Zanania* arrived from Woonung yesterday.H. M. S. *Isis* went last night on a cruise.The *Patria* left for Taku.The German gunboat *Tiger* arrived yesterday from Singapore. She is of 894 tons displacement and 1,300 i.h.p., carries eight 3.4 in. Q.F., six 1.4 in. and two maxims, and her speed is 13.5 knots.

ARRIVAL OF AN AUSTRALIAN DETACHMENT.

The first batch of Australians for service in China arrived in the *Salamis* on Sunday morning. She brings 200 Victorian blue-jackets, in charge of Lieutenant Ticknell and 250 from New South Wales. Captain Hickson came out in charge of the latter, but he is about to return home and his place will be taken by Lieutenant Gillespie, who will rank as Captain. The Victorians have two 14-pounder quick-firing guns with them, and those from New South Wales two nine-pounders. The men were very conspicuous about the City, the seamen in ordinary naval costume, and the marines dressed somewhat after the style of the Colonials in South Africa. The *Salamis* will probably stay here for some days.

CONGRATULATIONS TO M. PICHON.

The French residents in Shanghai have sent, through their Consul-General, the following telegram to M. Pichon at Peking:—

"The French Colony at Shanghai have followed with painful anxiety the course of the drama just enacted at Peking. They feel very keenly the losses which have been suffered by the French colony at Peking. On the occasion of your rescue they wish to pay a public tribute to the dignity, patience, and heroism shown by you and your companions and defenders, and to congratulate your Excellency personally on the well merited distinction which you have just received from the Government of the Republic. May this honour lessen the bitterness of the memory of the long days of trial which Madame Pichon and you have so nobly endured!"

The distinction alluded to is the promotion of M. Pichon to the rank of Commander of the Legion d'Honneur. At the same time Comma de Chaylard (Tientsin), de Bezure (Shanghai), and Erangois (Yunnan-fu) were made officers of the Legion d'Honneur.

MISCELLANEOUS.

The transport *Sumner*, which arrived in Manila last Tuesday with troops and stores, met with the recent typhoon on the 17th instant in the China Sea. She ploughed for days against severe squalls and heavy seas, and came through without a single mishap.The S. S. *Olympia* brought across the Pacific last night a large quantity of Government stores for Manila.Silver bullion to the value at 1,400,000 yen, captured by the Japanese at Tientsin when the city fell into the hands of the allies, has been taken to Japan by the S. S. *Ihai Maru*.

A Captain Ralph Eld, who claims to be the accredited agent of friends of the Chinese Emperor, is on his way to Washington to ask the intervention of the American Government on behalf of the Emperor.

A telegram was received last Wednesday at the Depot Quartermaster's at Manila to prepare, with all possible haste, 52 escort wagons complete, including axes, pickaxes, buckets, harnesses, wagon covers—in fact everything necessary for a hard campaign. This outfit is to be sent without delay to China.

The U.S. transport *Great* has taken to Taku over one hundred miles of telegraph materials for use in the field.

HONGKONG HOME GUARD.

A RESERVE COMPANY OF THE VOLUNTEERS.

The postponed meeting in connection with the Hongkong Home Guard was held in the City Hall yesterday evening. There was a fair attendance. Mr. Gershom Stewart presided, and he was supported by Major-General Gascoigne, C.M.G., and Mr. A. Turner (hon. sec.). Colonel The O'Gorman and Captain the Hon. H. W. Trevellick were also present.

The CHAIRMAN said the meeting had been called to discuss the rules which the committee had drawn up, but after the committee had drawn up the rules they received a letter from His Excellency, Major-General Gascoigne, saying that he had some suggestions which he would like to lay before them, and he thought they would be very glad to hear those suggestions before discussing the rules.

K. E. the MAJOR-GENERAL said it was very kind of them to let him come to their meeting, and he would keep them as short a time as possible, but he thought it would be better, after talking it over with Mr. Gershom Stewart and one or two others, if he made himself clear to them, and then they would be free to follow his suggestion or not, exactly as they pleased. He should like them to look upon him, not in the least as the General Officer Commanding, beyond the little experience they might be not in enough to credit him with. He laid his proposal before them, and he would like them to judge it on its merits. When the original scheme as to the formation of a Home Guard came before him he confessed it smiled upon him very much, but he felt that he could not return an answer until he had consulted the Hongkong Volunteers. He took that public opportunity of saying that he—and he thought that all of them there and in Hongkong—owed a great debt of gratitude to the Volunteers—(hear, hear)—and, therefore, he felt that when the scheme was proposed in his own mind that the scheme proposed was not looked upon unfavourably by the Volunteers he should not have anything to say to it. When he first came to Hongkong and was taken round by the Staff, he realised that the Volunteers here occupied a very different position from elsewhere—that they were not only a factor in the defence of Hongkong but that they had a very distinct part in that defence. As the result of the patriotic feeling aroused by the troubles in the hinterland last year, and one thing and another, the Hongkong Volunteers were more than double in numbers what they were when he first came, and they had certainly more than doubled their efficiency. (Hear, hear). They now, in every sense of the word, might be said to form a practical part of the defence of the colony. (Hear, hear). Therefore he considered it would not do for him to go back upon them. He felt he could not do anything with the scheme proposed unless it was viewed favourably by the Volunteers. Accordingly when the scheme was forwarded to him, he laid it before Sir John Carrington, who at once most liberally agreed that it should go forward. He then looked into it with a view of helping them in every possible way he could. One of the impressions he received when the scheme was first put before him was that a body of gentlemen, mostly sportsmen, were anxious to take part in the defence of the colony if necessity arose, but that they did not want to tie themselves down to a number of drills and inspections—in fact, to the drudgery of drill and inspection which would be entailed by joining the Hongkong Volunteers. He understood also that many of them being practical men and men of their word, said themselves, "If I belong to the Volunteers and I find it inconvenient to attend so many drills and so many inspections, I shall perhaps pull

settled by the committee—in the use of the rifle. He should expect that they would provide themselves with a uniform—not the whole kit, but a portion of the uniform worn by the Hongkong Volunteers. He should expect that they would be an integral part of the Volunteers. As regarded the inspection he should say this: he could not say that he intended to inspect the Hongkong Volunteers on a certain date. If the gentlemen present, supposing they fell in with his scheme, honoured him by coming, all he could say was that he should esteem it a very great honour and a very great pleasure. He should go down their ranks, as he went down the Queen's Westminsters. They would not be expected to drill or march past or do anything of that kind. If, on the other hand, it was found to be impossible on account of business for them to come to the inspection, there would be no compulsion about it. His Excellency pointed out that by giving a status and yet they would incur no further obligations than they were apparently willing to incur from their original scheme.

The CHAIRMAN said that after listening—as he was sure they had all done with the greatest interest—to the speech the General had been kind enough to make to them, it seemed to him that the best thing they could do was to accept the proposal, as they would be securing everything they hoped to secure and they would be also securing a status.

A short discussion then ensued with the view to elucidating certain points raised. The Hon. R. D. O'NEILL said that all His Excellency the General had said met with his strongest support. When he put his name down on the list he considered he was letting himself in for at least 20 drills a year. He thought that when men were entrusted with rifles and wore uniforms it was very little indeed to call upon them to do as much as the General had suggested they should do—that was to be enrolled as Volunteers and to appear at inspections. The General had said nothing about drill, though he for one would be glad to attend a certain number of drills, because he did not see how they could appear at inspections without. They would present a very awkward appearance if they could not stand in line.

The CHAIRMAN then proposed—"That the members who have joined the Home Guard accept General Gascoigne's proposal that we enrol ourselves as a reserve company of the Volunteers."

Mr. MOXON seconded and the proposition was carried with five or six dissentients.

The CHAIRMAN said that of course those gentlemen who did not agree with the proposal would have the opportunity of withdrawing their names. In conclusion he said he thought they owed General Gascoigne a very hearty vote of thanks for coming down there on such a hot day and giving them such an interesting speech. (Applause.)

MANILA.

[FROM OUR CORRESPONDENT.]

Manila, 14th August.

AMERICAN OFFICERS SANCTION THE TORTURE OF PRISONERS—SOME INSTANCES.

From time to time rumours and stories of the torture of native prisoners by American officers have leaked out and started the rounds of officialdom; but usually the matter is quickly hushed up and inquiries result in denial or laughing remarks of a man's ability to enjoy pipe-dreams. Occasionally one runs across an enlisted man who happened to have been present when a torture was inflicted, and who is quite willing to talk about it, or perhaps an indirect officer, in an unguarded moment, lets fall a few words of the operation and boasts of how he brought the "hombre" to time.

It is a well known fact that the Macabebe scouts and other native troops employed in the American service, stop at little or nothing when they desire to extract information or accumulate a little loot. These men are offered by Americans, who should be responsible for the conduct of their men, but in more cases than one would believe the outrages are overlooked or the men are allowed such opportunities that they can pursue their own sweet will in the matter of prisoners. With the Macabebes the most popular method of forcing unwilling prisoners to give information or part with some of their money is the "water cure."

This is usually applied by tying the unfortunate native down and strapping a gun or stick across his mouth in such a way that it is impossible to close it. Then water is steadily poured down the victim's throat; he cannot help swallowing it, and if the operation is continued any length of time the stomach becomes greatly distended, vomiting of a choking character follows and finally the lungs fill up. Cases have been heard of where the unfortunate men have been drowned. Usually a moderate application serves to make a man willing to swear to anything that the torturers desire. I do not say that American officers stand around and ladle out the water or hold the native down, but these things go on in their commands and they must be cognizant of them.

MOCK HANGING.

Another method employed is to hang men up by the neck until nearly strangled, and then let them down and demand that the victim tell the location of guns and ammunition, or of insurgent troops, or perhaps merely of money or food. The Garrison men of San Carlos tell queer tales of an officer, now a brigadier general of volunteers, who hung up two men on the very scaffold that was built for the execution of two murderers, which was to take place on the following day. The story runs that two men, who were supposed to know the location of arms, were captured. Call these men ladrones, insurgents, Chinamen, Filipinos or anything you like. They both denied knowing anything about the arms; threats failed to move them. Finally the angry officer through an interpreter told the prisoners that they would be hanged if they did not inform on their countrymen. They answered that if they gave any information they would be killed by their own people, so they might as well die at once. Accordingly one of them was strung up with a rope over the scaffold. His companion was placed so that he could see the execution. After a few seconds the man was taken down, but he still refused to speak. Up he was hoisted again and kept there until he fainted and was to all appearances dead when

they laid him out on the ground. They were about to string up the other native, but believing his companion dead, he weakened and said he would guide the Americans to a place where guns were hidden. A few minutes later the other man recovered from his faint, and the informer was almost scared to death at being discovered. This is the story freely told at San Carlos.

If these things have come before official notice in Manila the public is not aware of it. Other cases could be cited that occurred in Panay and the Sulus.

CAPTAIN BRANDLE COURT-MARTIALED FOR A CRUEL AND ILLEGAL ASSAULT.

On August 8th the "General Orders" contained the report of the Brandle court-martial which was held just beyond the limits of Manila, at Camp Stotsenborg. Captain Brandle and Lieutenant Perkins, both of the 27th U.S. Volunteers, were in command of the village of Mariquina, near the pumping station that supplies Manila with water. While out scouting a sergeant of their command was killed; several natives were captured with some arms. Every effort was used to try to make the prisoners give information about the killing of the sergeant. Like any other men possessing a grain of common sense or of loyalty to their people, whether they be guerrillas or patriots (very likely they were of the band that killed the sergeant), they refused to give any information to their capturers. This apparently enraged the officers, who permitted, if not ordered, the natives to be hung up by their necks. Captain Brandle is charged with torturing two natives who were prisoners under his custody and entitled to his protection, and of unlawfully, wilfully and cruelly, commanding, directing and causing the said two natives to be hung by the neck with a rope for a period of about ten seconds, more or less, thus inflicting upon the said natives wounds causing great bodily pain. This was done in the presence of enlisted men and natives.

Lieutenant Alvin Perkins is charged with the same offences against six other natives at the same time on the same day. To the charges and all specifications both officers pleaded a sweeping "Not guilty." A general court-martial, presided over by the colonel of the regiment, to which these officers belong, found Captain Brandle and Lieutenant Perkins guilty, with certain exceptions and deliberately sentenced the officers—to what?—to be reprimanded by the reviewing authority.

GENERAL MCARTHUR'S SEVERE CRITICISM.

The reviewing authority is General McArthur, and what he thinks of the proceeding is this. "In the foregoing cases of Captain George W. Brandle and second Lieutenant Alvin S. Perkins, 27th Infantry U.S. Volunteers, the findings and sentences are approved with the remark that the reviewing authority is of the opinion that in the case of the former a finding of guilty, on each of the specifications as laid without the exceptions and substitutions made by the court, would have been in full accord with the record," etc. Continuing he says, "It is obvious that a cruel and illegal assault was perpetrated by the accused officers upon certain native prisoners, an assault not only criminal in itself under the Laws of War, but in remote consequences well calculated to defeat a carefully considered policy, and to inflict permanent injury upon the essential interests of the nation. The purpose of the United States in these islands is to introduce and plant republican institutions, based upon the beneficent principles of the Constitution. Success in the great and inspiring undertaking depends largely upon securing through a sense of self interest and gratitude the confidence and attachment of the Filipino people."

"It is believed that the sentence of the court will be sufficiently executed by reminding Captain Brandle and Lieutenant Perkins that by reckless defiance of the ethics of their profession they have inflicted incalculable injury upon the interests of their country, and have also cast an unwarranted aspersion upon the reputation of the United States army for sentiments of honour and humanity." The officers have been released from arrest and returned to duty. The affair is looked upon pretty much in the same way as the seizure of the steamer *Belgica* was regarded some time ago. The punishment is a good thing and should be heavier, but these officers are unfortunate in being caught and made examples of, when there are so many others committing the same crimes who are not found out, and so escape sentence.

LATEST STEAMER MOVEMENTS.

The steamer *Lightning*, from Calcutta, left Singapore for this port on the afternoon of the 25th inst.

The C. P. R. steamer *Tartar* arrived at Kobe at 8 a.m. on Sunday, the 26th inst., and left again at 9 p.m. same day for Yokohama, where she was due to arrive at 8 a.m. to-day, the 28th August.

The steamer *Mogel*, from Europe, left Singapore on the 25th inst., and is due here about the 1st proximo.

The Imperial German Mail steamer *Prinz Heinrich* left Kobe via Nagasaki, Shanghai and Foochow on the 27th inst., and may be expected here on or about Wednesday, the 5th September.

The P. & O. steamer *Clyde* left Singapore for this port on the 27th inst. at 1 p.m., with the outward English mails, and is due here on the 1st September, at about 8 a.m.

The Imperial German Mail steamer *Stuttgart*, which left here on 25th July, arrived at Genoa on Sunday, the 26th inst.

EXPORT CARGO.

Per P. & O. s.s. *Banc*, sailed 23rd August. For Manchester:—73 bales waste silk. For London:—1,497 half-chests tea, 511 boxes tea, 45 pkgs. tea from Amoy, 205 boxes tea from Macao, 11,517 boxes tea, 1,291 pkgs. firecrackers, 529 bales canes, 335 bales pierced cocoon, 150 bales waste silk, 384 rolls mate and matting, 20 cases bristles, 2 cases birdskins, 34 cases P. L. fans, 2 cases bird feathers, 32 cases chinaware, 15 cases woodware, 5 cases bambooware, 2 cases copperware, 1 case flowerwater, 1 case wooden spoons, 3 cases curios, 4 cases porcelain, 2 cases private effects, 1 box silverware, 1 box pictures, &c., 2 boxes chinaware. For Marseilles:—60 bales canes, 27 bales human hair.

DAIRY OF THE CRISIS.

May 21.—Joint Note from the Ambassadors at Peking calling the attention of the Chinese Government to the Boxer troubles.

May 27.—Boxers burnt station between Peking and Pootung. Belgian engineers and other refugees start from Pootung to cut their way to Tientsin. Fengtai station and works burnt. Railway communication with Peking interrupted.

May 29.—Communication with Peking restored. May 30.—Guards for Peking Legations commenced arriving at Tientsin.

May 31.—First detachment of guards go up by rail to Peking in the afternoon from Tientsin.

June 1.—Surrender of Pootung to Tientsin.

June 2.—Major of Revs. Norman and Robinson. Pootung refugees reach Tientsin.

June 5.—Railway intercourse between Peking and Tientsin finally destroyed.

June 7.—Large allied force lands at Taku.

June 9.—Detailed message from Sir C. MacDonald to Consul Warren at Shanghai.

June 10.—Admiral Seymour starts with 800 allied troops for Peking. Telegraphic communication with Peking ceases.

June 11.—Murder of Japanese Chancellor at Peking.

June 13.—Baron von Ketteler, German Ambassador at Peking, murdered. Rioting at Tientsin.

June 14.—Fighting outside Austrian Legation at Peking. Admiral Seymour cut off.

June 15.—*Hsinan* leaves Hongkong with 600 men from Hongkong Regiment and Asiatic Artillery. Clashes in Tientsin native city burnt.

June 16.—*Terrible* takes 300 Welsh Fusiliers and Engineers from Hongkong.

June 17.—Taku Forts attacked and captured by allied warships. Chinese bombardment of Tientsin begins.

June 19.—Admiral Seymour reaches a point 25 miles from Peking, but is compelled to retreat.

June 21.—*Terrible* reaches Tongku. First Legation (Austrian) at Peking captured by Kanai troops.

June 22.—Two attempts to relieve Tientsin fail.

June 23.—Successful third attempt to reach Tientsin. Chinese remain in force in the neighbourhood.

June 24.—All Legations at Peking destroyed except British, French, and German.

June 25.—First Indian transport starts for China.

June 26.—Admiral Seymour relieved and back in Tientsin.

June 29.—Message from Sir R. Hart reaches Tientsin.

July 1.—Condition of Peking reported desperate.

July 4.—Last letters to hand from Sir C. MacDonald and Mr. Conger written at Peking. 44 killed and 88 wounded at the Legation.

July 7.—Murder of all foreigners remaining at Pootung.

July 9.—*Norubda*, first transport, reaches Hongkong. Japanese capture Tientsin Arsenal.

July 11.—Heavy fighting at Tientsin.

July 14.—120 more Welsh Fusiliers leave Hongkong for North. Allies capture Tientsin native city with a loss of 775 men. General Yamaguchi leaves Japan for Taku.

July 15.—General Gaselee reaches Hongkong.

July 16.—Reported armistice at Peking. 62 deaths at Legations to date.

July 17.—Li Hung-chang appointed Viceroy of Chihli. State of war on Amur River.

July 18.—Li Hung-chang arrives at Hongkong and leaves for Shanghai.

July 20.—Reported appeal of Chinese Emperor to Japan. Alleged receipt of message from Conger at Washington.

July 21.—Consul Carles receives Sir C. MacDonald's letter of the 4th inst. I.M.C. staff safe on this date.

July 22.—Li Hung-chang reaches Shanghai. Madras Light Infantry reach Hongkong.

July 23.—Proposed Requiem Service at St. Paul's for Peking refugees postponed. Murder of 5 foreigners and many native Christians in Shanghai.

July 26.—Admiral Seymour with *Centurion* and *Albatross* arrives off Shanghai.

August 1.—Admiral Seymour goes on visit to Nanking.

August 2.—Peking prisoners reported from Japanese source again in danger.

August 3.—Sir C. MacDonald sends cypher message reporting Legation fortifications destroyed.

August 4.—First detachment Cavalry Brigade leaves India for China.

August 5.—Admiral Seymour returns to Shanghai. Advance on Peking starts. Allies attack and rout Chinese at Peitsang. Russians occupy Newchwang Native City.

August 6.—Allies capture Yangtsun, on the line to Peking. Chapels burnt at Ung-kung, near Swatow.

August 7.—H.M.S. *Goliath* leaves Hongkong for the North.

August 9.—Allies reach Hsienan.

August 11.—Cryer messages dated Peking. August 8, reach British and U.S. Consuls at Canton. Allies reach Maton. Sir C. MacDonald reports "All right." Court leaves Peking with Prince Tuan.

August 13.—Allies reach Peking.

August 14.—Legations rescued. Gen. Cresswell and Indian troops reach Shanghai. Protests against their landing.

August 15.—Allies enter Peking Imperial City. August 18.—Indian troops landed at Shanghai.

August 24.—Japanese temple burnt at Amoy. Japanese sailors landed in the Settlements.

August 26.—150 more Japanese landed at Amoy.

August 27.—French troops land at Shanghai.

Major A—, who is now on service at the front with his squadron of Lancers, and who has already been "mentioned" more than once, is a very particular and conscientious man. No one who knows him would credit him with being the instigator of a crime which is punishable by imprisonment. A few years ago the regiment was on the line of march to their new quarters, and as night fell the squadron was billeted in a village in the Midlands. The Major's "batman" was an Irishman of the name of O'Shea, and was thoroughly devoted to his master. The march had been long and wearisome, and the Major was tired and very hungry. "O'Shea," said he, when he had settled down in his quarters for the night, "I want you to poach me a couple of eggs, and then I'll turn in." "O'Shea" departed on his errand. "O'Shea" was long time gone, and Major A—, wondering what had become of him, "O'Shea" had disappeared, and could not be found anywhere. An hour passed, and the Major was beginning to despair of his batman's return, when O'Shea abruptly made his appearance with two eggs in his hand and a light of triumph in his eye. "Where on earth have you been all this time? I told you to poach me a couple of eggs," said the Major. "Well, sir, I had to hang about till it was dark before I could get into the yard, and he was so taken, there was a big baste at a dog that I didn't like the looks of at all, at all; but I managed to poach a couple, and I think they're quite fresh, sir." Since that day Major A— has been more explicit in his directions to O'Shea.

UNITED STATES CONSULATES IN THE ORIENT.

A recent number of *Harper's Weekly* contains an article on United States Consulates in the Orient, in which it is said:—

American importers, exporters, and merchants interested in extending foreign trade are largely dependent upon the Consular reports. The Consul, besides sending an annual trade report, is called upon to reply personally and in letters of Department of State to hundreds of letters of specific inquiry from merchants and individuals in various parts of the United States. These reports and replies form the subject matter of the Department's daily publication, "Advance Sheets of the Consular Reports," which are supplied free of charge to the public. If there be a projected venture of importance, or the prospect of increased travel, the Consul will transmit his opinions upon the subject to the Department. A new cotton-mill in Hongkong, for instance, is the subject of a despatch. Foreign trading companies and their methods in Japan, form another article; need of American warehouses in China; opportunities for trade in Canton; the tin industry in the Malay Peninsula; the bicycle trade in Japan; the iron-nail trade in Japan; advice to exporters, are some of the subjects that the Consul investigates and reports for the benefit of American merchants. He also gathers the statistics, often a difficult task in China, and shows the condition of trade. He tells what other nations are accomplishing, and what America is doing and can do. He keeps the home market posted upon what avenues of trade are already over-crowded, if any, and points out the possible market for our goods. This requires adaptability, training, keen observation, and much study and investigation. To successfully accomplish his duty and satisfactorily serve his Government, the Consul must keep close touch with the commercial relations, the mores and conditions, the character, habits, and customs of the local Chambers of Commerce, establish close and friendly relations with the banking and business industries, and obtain accurate knowledge of their workings and opportunities.

SHANGHAI.

The Consulate General for China is at Shanghai on the Wang-poo river, twelve miles from the ocean. Shanghai proper is made up of three settlements—the English, American, and French. Old Shanghai is exclusively a Chinese city. The Government of Shanghai is in the hands of a council elected by ratepayers and under the supervision of the foreign consuls of the treaty powers. The population is made up of 5,650 foreigners, 608,450 Chinese, and 800 Americans. The exports to the United States are over \$12,000,000 annually, the leading articles being raw silk, cowhide, tea, wool, rugs, silks, and straw-braid. Our exports to Shanghai exceed \$8,000,000, and include kerosene, drills, jeans, and sheetings. The consulate maintains an American post-office, distributing from fifty to seventy bags of mail per month. The consulate is located in the heart of the new city, and occupies commodious quarters in a large five-story brick building. The consular residence is left to the option of the Consul. The present incumbent is John Goodnow of Minnesota.

AMOY.

Amoy has assumed new importance because of the proximity to Manila, regular steamships plying between the two ports. Because of our concessions in Amoy, that port is bound to become an important factor in the Eastern question and the Chinese trade. Our territorial rights there are extensive and our trade is growing. Nearly \$3,000,000 worth of tea was exported to the United States from Amoy last year, although our total exports exceeded \$5,000,000, other articles making up the balance being narcotics, opium, hides, grass cloth, sugar, hemp, bagasse, Chinese shoes, umbrellas, cured fish, groundnuts, oil, liquor, paper, etc. There are seven American firms in Amoy, the English colony, however, forms the largest share of the population, and foreign goods, such as kerosene, cotton, yarn, flour, glass, meats, lacquer, canned fruits and dairy products amounting to about \$200,000. The total value of the trade of Amoy exceeds \$20,000,000. The American Consul is Mr. A. B. Johnson.

HONGKONG.

Hongkong is the most important Consulate General in Asia, that great British port being the largest distributing-point in the East. Hongkong has a trade exceeding \$250,000,000 per year, and its landlocked harbour is filled with steam and sailing vessels from all parts of the world. Its daily transient population is 6,000. British, German, Chinese, Japanese, Norwegian, French, and American ships to the number of 39,000 per year enter from its harbour. Hongkong is a free port. The tremendous trade of South China is transhipped there, and its great warehouses line both shores of the bay for miles. Hongkong is the terminal point of the American liners from San Francisco, Tacoma, and San Diego, as well as of the several Philippine steamship companies. Invoices pass through the American Consulate General exceeding \$8,000,000. Despite the tremendous trade of Hongkong, there are not a half dozen American firms doing business there, and the American population is less than a hundred. Nearly one hundred American vessels were cleared last year, exclusive of liners. Mr. Rounsvell Williams, M.A., has been Consul-General for the past three years.

CANTON.

Canton, ninety miles up the Pearl River, has an estimated population of 2,500,000 or 3,000,000. Hundreds of Chinese junks bring its products to Hongkong for transshipment. Opium, cotton, silk, fire-crackers, earthenware, ivory, sandalwood, toys, rice, and curios are shipped in enormous quantities. The consulate is located on Shamoon, a small island, two and a half miles in circumference, in the West River close to the old Walled City. Foreign residents alone occupy Shamoon, which is a concession made two hundred years ago to foreign powers. American capitalists have surveyed a railroad from Canton to Kowloon opposite Hongkong, but the retrogressive Chinese Government has not been able to secure the consent of the local viceroy and mandarins, who are opposed to a competitive carrier for the Canton trade, now in the hands of thousands of small navigators. About the only Americans in Canton are a few missionaries, and a white face is still an object of curiosity to the Cantonese, despite the great number of tourists and buyers who visit the city annually. The customs, as elsewhere in China, are operated by English officials in the employ of the Chinese Government. Mr. McWade is the present Consul.

BANGKOK.

Bangkok is a port of considerable importance, the Consul-General having minister-resident powers. American flour, canned goods, wines, and beer, small quantities of cotton and wool, drugs, novelties, and electrical goods exported from the United States have all found a market there. From Siam we buy rice, spices, gum, rosewood, hides, tin, and curios. One hundred and fifty Americans are engaged in business there.

SINGAPORE.

Singapore is on the line of our Philippine transport service. Next to Hongkong in im-

portance, its trade with us amounts to \$6,000,000 annually, while our imports are but a little over \$1,000,000. Our exports to Singapore include arms and ammunition, carriage material, wheat, canned fruits, hardware, lamps, petroleum, tobacco, clocks, and minor novelties, while from them we receive coffee, spices, mace, rubber, tin, rattan and tapica. About fifty American ships clear from the consulate annually. Singapore, like Hongkong, is a great free port, and being a free port, it is difficult to estimate accurately her trade, although the English claim that it amounts to \$153,151,000 annually. The population is made up of 12,000; Tamils, 3,482; Bengalis, Burmese; Parsies; Arabs; Jerves; Chinese; Armenians, and Americans, a total of 160,000, probably the most cosmopolitan of any city in the East. The consulate is located on the main street of the city, and the residence in the suburban section.

The figures given in the above estimates are approximate, and do not by any means show our total trade with China and Japan. Nor do they show the actual trade of the past year, which has greatly increased. The commercial directory of foreign residents in the principal Asiatic cities for 1899 gives 15,060 residents, of which a small portion are Americans. The figures given, however, show the volume of business done by our Asiatic consulates and illustrate their growing importance to American trade interests. It is estimated that our trade with China is but nine per cent. of her total foreign commerce, which amounted last year to \$783,300, and American business men are thoroughly awake to our lassitude in Asiatic trade matters. The thousands of letters that pour in upon the Consuls show a tremendous desire upon the part of our merchants to receive their share of Chinese and Japanese trade. Our Consuls have been prompt to respond and have pointed out the path. If the advice be heeded, if American merchants are prepared to go into the field and meet the requirements and peculiar conditions that exist, our trade balances should jump by leaps and bounds. Americans already established in China and Japan are reaping the rewards, but the field is so vast that as yet we have made but a small showing compared to that of England and Germany.

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Hongkong, 3rd May, 1895. [1633]

PEKING ON JUNE 11.

The following private letter was written home
by one of the student interpreters of her
Majesty's Legation at Peking:
British Legation, Peking, 1 a.m., Sunday
morning, 10th June.

Things are stirring with us here just now,
and as everything will probably have quieted
down again by the time you get this, there is
no fear of my frightening you by telling you all
about it. I have been writing home to you
regularly by the Foreign Office bags lately, but
as we are frequently cut off from railway com-
munication with Tientsin, and the mails can
go only very irregularly, I am afraid that my
letters may possibly have arrived very erratically,
if at all. Well, the fact of the matter is this—
the Boxers have been growing and getting
more cheeky every day. They have massacred
any amount of native Christians as well as two
of our missionaries, they have cut off railway
communication with Tientsin for the last week,
burnt down several large places quite near
Peking, and the latest dastardly outrage is the
burning of our race-course grand stand, which
took place last night. Some of our fellows
went out to the course this afternoon to see
what was going on, and narrowly escaped being
cut off by several hands of Boxers. They had
to ride for it to get through, and a student had
to put one with his revolver to save himself from
decapitation. This sort of thing has been
going on with us for some time, and, though
rather fun for us as a joke, it is not much of a
joke for the scattered foreigners and missionaries.
I told you in my last letter about the arrival of the guards
and so on, and how we felt safe enough from
Boxers or any one else with them, but to-night
we are looking out for something on a much
larger scale. The Chinese troops have been
doing nothing to squash these Boxers, who
have simply been killing and burning at their
will, with a view finally to the wiping out of
the foreigners. The foreign Ministers have, of
course, been lately putting their great feet
down heavily, and have probably spoken pretty
plainly to the Taungli Yamen. Missionaries
have been flocking into our Legation yesterday
and to-day, and are camped about anywhere, but
to-night, most unexpectedly for those of us
who were not "in the know," every lady in
Peking, Customs and all, came in to see us,
and most rigid precautions were taken against
a surprise, and this is the reason thereof. A
Minister of the Taungli Yamen to-day told
that the Empress Dowager had come in this
afternoon from the summer palace in a towering
rage at the high-handed way in which the
foreigners had been bossing things up here,
that she had taken the bit between her teeth,
and was not going to lump it any longer, and
with her nine or ten thousand soldiers at her
back, had decreed that every foreigner in Peking
was to be massacred to-night. That there
must be some fairly solid foundation in the
sare is evident from the fact that Sir Robert
Hart, who probably knows the Chinamen, if
any one does, has ordered every one of his
Customs ladies straight off into our Lega-
tion, after most fearful farewells to their
husbands and friends, and that nearly every un-
attached Britisher has been ordered in here,
and we are all in a state of great excitement.
We have, of course, all had Martini and am-
munition served out to us, and have all had our
posts assigned in case of attack for the last
fortnight, and to-night everybody is fairly on
the qui vive. Our Legation ladies are A.I., just
as plucky as possible. We have a good many
foreign nannies up here altogether, but the
foreign Legations and so on are too much scat-
tered to be easily defended. If this scare is
true and there is an organised attack on us to-
night, by 9,000 or 10,000 troops, we will, I fear,
have a poor chance. We are all well armed,
and, with our nannies and their Maxims, will
be able to give them a jolly poor time, but
I do not see how we can hold out for any
time against a large force. Our wire to Tien-
tsin is still working, and the ships at Taku
can land several thousands of men. I believe
the chief wired to the Admiral to-night to land
as many men as he could, but I do not know if
they had orders to march on Peking or not. It
would take from three to four days at least to
march up here, and if we are attacked to-night
it means that we will have to hold out for perhaps
a week before any one can get at us. We are
provisioned for a week's siege, but I think we
would have some difficulty in keeping the beg-
gars out in case of an organised attack. I wish
we had not got all our ladies and kiddies
up here; most of them were to have been
sent away some time ago, but have not been
able to go down to Tientsin since. The
trains have been ragged. It is all jolly good
fun for us young chaps, and we would none of
us be out of it for worlds, but it is different
for all the ladies and children. The only thing
that I am unhappy about is that you must be so
fearfully anxious at home about us up here. I
expect that the reports that you get are most
exaggerated and alarming. Stick to the
Times and see what Dr. Morrison, their cor-
respondent up here, has got to say. He is a
first-class chap. However, you will know all
about everything by the time this reaches you,
and I think that things are sure to be calm and
peaceful by then. Whatever happens, it seems
to me that it is sure to end in the smash-up
of China, and that really seems to be the very best
thing for a country in such a hopeless state as
this. However, it is just 2 o'clock, and I think
I will get a little sleep now, so no more for the
present. Will finish off to-morrow, with the
kind permission of the Dowager Empress and
her friends. Good-night.

Sunday afternoon.

Well, here we are, beastly fit, thank you, as
usual. Nothing exciting happened last night.
I heard the military horns tooting through
the night up towards the Imperial City, so the
troops must evidently have been mobilising
during the night. Everything is so uncertain

and disturbed that goodness only knows what
is going to happen next. The city is full of
picturoque, wild-looking troops, who may be
used only to suppress the "Boxers" or may be
used against us. We hear to-day that another
large detachment of guards, including 300
Britishers, are on their way from Tientsin by
train, repairing the line as they come. The
authorities seem to expect them to-day, but are so
jolly reticent about it that we do not know much.
The Chinese have mounted big guns on the
Chienmen gate, the main gate into the city, trained
down the big street leading through it, and
if they intend to oppose our men, then, by Jove!
the fun will begin. Our fellows will certainly
have their work cut out to get in at us then, as
if the gates are shut the Chinese could easily
keep out a large force for some time. The
Chinese soldiers are, of course, wretched unpaid
sort of creatures, who may mutiny or do any-
thing else at a minute's notice, but I have lately
seen some very fairly smart-looking squadrons
of cavalry, all armed with Mauser rifles, and
really looking as if they had something in them.
I have just heard that no more telegrams can be
sent off, but do not know if it is because the
wires have been cut by the "Boxers" or some-
body outside, or if the Dowager Empress has
given orders that foreign telegrams are not
to be sent. If such is the case it will be a
serious matter, and would probably mean that
a large force would march up from the fleets,
possibly with a view to occupation. Great
things are certainly in the air, and nobody
knows what will happen next. I am so jolly
glad that I got out here just when I did, or I
would have missed all this fun. I am glad you
sent me that revolver when you did—such things
are greatly in demand just now, and it is always
advisable to take one with you outside. I
lent it to Mr. — last night and my shot gun
to —, a fellow who happens to be up here, and
had to arm myself with a beastly Government
Martini. My post in case of attack is at a
corner of the Legation wall, just outside my
bedroom windows. I believe that all the
ladies are to be sent off as soon as possi-
ble, which will be a relief, as we will then
be able to enjoy ourselves freely without
having to think of them. I bet some of them
will kick like fun at having to go. We had an
open-air service to-day in one of the big tin-
gling, or arches, in the compound and a jolly good
sermon from Norris, one of the refugee mis-
sionaries.

Monday Evening.
I really must finish this off now, and send it
to take its chance of reaching you, which is, I
fear, not very great. The mails are now being
sent down to Tientsin by carrier on a donkey,
and I expect only about half the letters we send
will reach their destination. The fun is by no
means over yet. Last night we heard that the
foreign troops had got through to Muehiau,
our railway station, so all of us students went
down to the station as soon as the gates of the
city were opened, at 4 o'clock this morning,
with a large convoy of carts and an escort
of Marines to bring them in triumph. We got
to the station, but found no sign of train
or troops. We waited a bit and then returned
with our convoy, and when we got back we
found rumours floating about of a sharp engage-
ment down the line about where it has been
destroyed and our men would be. The funny
part of the joke is that there is absolutely no
means of communication, and we have not the
remotest idea of how far our men have got,
or whether the reported engagement was be-
tween our men and the Boxers, the Boxers
and Chinese troops, the Chinese troops oppos-
ing our men, or what it was. It is a rummy
situation, and no mistake. Well, soon after
we got back this morning the gatekeeper of
our new summer legation, which has just been
finished, came in to report the rather interest-
ing fact that the whole show was burnt to the
ground this morning and his wife and family kil-
led. He does not seem very certain whether the
fellows who were doing it when he bunked were
Boxers, villagers, or soldiers; probably, I should
think, a little combination. This is really
rather fun, as Sir Claude had intimated to the
Taungli Yamen that he wished to hand over
the protection of the summer legation entirely
to them, and would hold them directly respon-
sible for anything that happened to us, so I don't
know what this won't mean in the way of com-
pensation. Again, another story comes in later
this afternoon; some of the little Japs went
down with us to the station this morning, to
meet their troops, and had not come back with
us, but waited on longer. One of them was
apparently coming home alone in his cart,
when just outside the Yungtingmen, the first
big gate you go through and get into the
Chinese city, some ruffians of soldiers spotted
him, hauled him out, and, rumour says,
slit off his head. It is not, however, known
for certain what happened to him, as since
then what is perhaps the most serious thing
of all, the big main gate has been closed,
and no one can get out there. It must have
been a most ruffianly thing, as when we went
down earlier in the day, a strong party and all
armed, the soldiers and every one were as quiet
and happy as possible. I only hope this last
yarn may prove to be exaggerated, as it is such
very rough luck on the poor little chap if it is

true. I think that is about all I can do for you
to-day in the way of "grip"—not bad consid-
ering—and if you can imagine what sport it is for
us youngsters being up here at such a time.
The gates leading on to the wall have nearly all
been blocked and guarded lately, but I and —,
my chum in the "Students," found one where we
could get up this afternoon and stroll along to
the top of the big Chienmen, where we heard
the guns had been mounted. When we got
near we saw that the whole gate was covered
with Manchu soldiers, and when they saw us
coming about half-a-dozen officials (some run-
ning to meet us, and, though just as nice as
they could possibly be, asked us how the dickens
we had got there, what we were doing, and
would we make ourselves scarce jolly well as
quickly as we could. They were really awfully
decent fellows, and we chatted very amiably to
them for a bit, but they were most pressing in
their requests that we should clear out, which
we proceeded to do. We are just got back and
find that the Chief has issued a fiat that we are
now to confine our "wanderings" strictly
between here and the club. But mischievous
"Tomnicks" will be up soon, and we may be allowed to meet them
again, and things look as if they might possibly
have some fun in getting into the city.

INSURANCES.

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).

THE Undersigned, having been appointed
GENERAL AGENT for the above
Company, is prepared to ACCEPT RISKS
at current rates.
Claims settled direct without reference to the
Head Office.

A. R. MARTY,
Agent.
Hongkong, 1st August, 1900. 2118

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above
Company are PREPARED to ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 29th May, 1895. [26]

SALAMANDER FIRE INSURANCE
COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

HOTZ, S. JACOB & CO.,
Agents.
Hongkong, 2nd April, 1900. [1022]

SUN LIFE ASSURANCE COMPANY
OF CANADA.
HEAD OFFICE, MONTREAL.

THE above Company is prepared to issue
UNCONDITIONAL POLICIES on
all approved plans, and will settle claims im-
mediately upon receipt of proof of death and
without reference to the Head Office.
For Rates and other Particulars, apply to
W. J. G. WHITLEY, Acting Manager,
8, Praya Central. [872]

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1899,
£14,409,089.

I. AUTHORIZED CAPITAL, £3,000,000 0 0
SUBSCRIBED CAPITAL, 2,750,000 0 0
PAID-UP CAPITAL, 687,500 0 0
II. FIRE FUNDS, 2,731,183 13 7

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 22nd June, 1900. [1872]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.
INCORPORATED 1851.

CAPITAL, £410,000.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. 1512

CALDBECK, MACGREGOR & Co.,
WINE & SPIRIT MERCHANTS,
15, QUEEN'S ROAD.

Telephone 75.
SINCE 1878 WE HAVE SUPPLIED OVER 100 VESSELS
OF HER MAJESTY'S FLEET, VIZ:—

"Aurora"	"Endymion"	"Lapwing"	"Rainbow"
"Albatross"	"Edgar"	"Lizard"	"Rambler"
"Zeolus"	"Esk"	"Linnet"	"Roarier"
"Albatross"	"Egeria"	"Leander"	"Robin"
"Audacious"	"Fame"	"Maggie"	"Battler"
"Agamemnon"	"Flying Fish"	"Mercury"	"Redbreast"
"Alacrity"	"Firebrand"	"Minerva"	"Redpole"
"Ariel"	"Goliath"	"Mosquito"	"Swift"
"Barbar"	"Gibraltar"	"Moorhen"	"Sheldrake"
"Bonaventure"	"Grafton"	"Muralion"	"Satellite"
"Brick"	"Hunt"	"Molokai"	"Seymour"
"Cassiope"	"Hurdy"	"Narcissus"	"Spartan"
"Cleopatra"	"Hermione"	"Orlando"	"Sandpiper"
"Caryfort"	"Humber"	"Otter"	"Snipe"
"Centurion"	"Hornet"	"Pallas"	"Tamar"
"Champion"	"Hyacinth"	"Peacock"	"Tweed"
"Cookchafer"	"Iron Duke"	"Pegasus"	"Victorious"
"Constance"	"Isis"	"Penguin"	"Waterwitch"
"Conquest"	"Impetuous"	"Phoenix"	"Wivern"
"Charlybird"	"Inconstant"	"Pigeon"	"Woodcock"
"Crescent"	"Immortalite"	"Pique"	"Whiting"
"Daphne"	"Iphigenia"	"Powerful"	"Zephyr"
"Daring"	"Janet"		
"Dido"	"Kestrel"		

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [19]

SCOTTISH METROPOLITAN
ASSURANCE CO.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA PORTS OF CALL	CHUSAN	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	On 1st Sept., at Noon.
LONDON VIA SUEZ CANAL	PROMETHEUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 4th Sept.
LONDON	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 6th Sept.
LONDON VIA SUEZ CANAL	GLAUCUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 18th Sept.
LIVERPOOL DIRECT	HECTOR	Brit. str.	—	Barr	BUTTERFIELD & SWIRE	On 20th Sept.
BREMEN, VIA PORTS OF CALL	PRINZ HEINRICH	Ger. str.	—	G. Meyer	MELCHERS & CO.	On 6th Sept., at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	TAMBA MARU	Jap. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 7th Sept., at Daylight.
MARSEILLES, &c. VIA PORTS OF CALL	YAMBA	Fren. str.	—	Schmitz	MESSAGERIES MARITIMES	On 10th Sept., at 1 P.M.
HAVRE & HAMBURG	SIDIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 21st Sept.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 30th Sept.
HAVRE & HAMBURG	SERBIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 12th Oct.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	Schulder	CARLOWITZ & CO.	On or about 20th Oct.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 31st Oct.
NEW YORK VIA SUEZ CANAL	INDRAVELLI	Brit. str.	—	W. E. Craven	JARDINE, MATHESON & CO.	On or about 24th inst.
NEW YORK VIA SUEZ CANAL	RICHMOND CASTLE	Brit. str.	—	J. Truebridge	DODWELL & CO., LIMITED	On or about 15th inst.
NEW YORK VIA SUEZ CANAL	GLAUCUS	Brit. str.	—	O. P. Marshall, R.N.R.	SHEWAN, TOMES & CO.	On 5th Sept.
VICTORIA, B.C., & TACOMA	OLYMPIA	Brit. str.	—	W. Watt	CANADIAN PACIFIC R. CO.	To-morrow.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	—	DODWELL & CO., LIMITED	On 15th Sept.
PORTLAND, OREGON, &c.	BRAEMAR	Amr. str.	—	—	PACIFIC MAIL S. S. CO.	On 1st Sept., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Brit. str.	—	—	O. & O. S. S. CO.	On 11th Sept., at Noon.
SAN FRANCISCO VIA AMOY, &c.	CORINTH	Jap. str.	—	—	TOYO KISEN KAISHA	On 25th Sept.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SAN DIEGO, &c. VIA SHANGHAI, &c.	BERGENHUIS	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 6th Sept., at 4 P.M.
AUSTRALIAN PORTS	TSINAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th Sept., at Noon.
AUSTRALIAN PORTS	ABILE	Brit. str.	—	—	MELCHERS & CO.	On 5th Sept., at Noon.
GERMAN COLONIAL & AUSTRALIAN PORTS	TAIYUAN	Ger. str.	—	—	P. & O. S. N. CO.	On or about 1st Sept.
YOKOHAMA VIA NAGASAKI & KOBE	MCNCHEN	Brit. str.	—	—	SIEMSEN & CO.	To-day, at 5 P.M.
NAGASAKI & WILLOWSTOCK	ROHILLA	Brit. str.	—	—	SHEWAN, TOMES & CO.	On or about 31st inst.
NAGASAKI, KOBE & YOKOHAMA	DAPHNE	Ger. str.	—	—	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
SHANGHAI	RADNORSHIRE	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	TAMBA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On or about 29th inst.
SHANGHAI	PAKHOI	Brit. str.	—	—	MESSAGERIES MARITIMES	On or about 31st inst.
SHANGHAI	HONGCHOW	Fren. str.	—	—	P. & O. S. N. CO.	To-day.
SHANGHAI	SAZIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst., at 11 A.M.
SHANGHAI	TELEMACHUS	Brit. str.	—	—	MITSUI BUSSAN KAISHA	On 2nd Sept., at Daylight.
SHANGHAI	MAIZURU MARU	Jap. str.	—	—	MITSUI BUSSAN KAISHA	On 5th Sept., at Daylight.
SWATOW, AMOY & FOOCHOW	ANPING MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SWATOW, AMOY & TAMSUI	TSINAN	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
SWATOW, AMOY & TAIWANPOO	LUONGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 30th inst., at 5 P.M.
MANILA	YUENSANG	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 31st inst., at 4 P.M.
MANILA	DIAMANTE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th Sept., at Noon.
MANILA	TAIYUAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd Sept., at Daylight.
MANILA	KAIFONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
MANILA, JEBU & HOLLLO	WONGKOL	Brit. str.	—	—	DAVID SABSON, SONS & CO.	To-day, at 3 P.M.
SINGAPORE	ARRATOON APCAR	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 1st Sept., at Noon.
SINGAPORE, PENANG & CALCUTTA	CHELYDRA	Brit. str.	—	—	—	—

SHIPPING.

ARRIVALS.
 Aug. 26, KAIFONG, British str., 1,024, G. W. Pennell, Capt. 22nd August, Hong and Hides.—BUTTERFIELD & SWIRE.
 Aug. 27, TAINANG, British transport, 1,544, S. Wild, Shanghai 22nd August.
 Aug. 27, HONGKONG, French str., 382, Pannier, Haiphong and Pakhoi 26th Aug., General.
 Aug. 27, AMOY.
 Aug. 27, TAMBA MARU, Jap. str., 3,783, J. W. Wale, Singapore 22nd August, General.
 Aug. 27, KONGKONG, German str., 1,115, Th. Groves, Bangkok 21st August, Rice and Timber.—BUTTERFIELD & SWIRE.
 Aug. 27, CLARA, German str., 675, Hansen, Haiphong and Gohain 26th Aug., General.
 Aug. 27, ZAMANIA, British transport, 2,882, D. F. Luo, Woonung 24th August.
 Aug. 27, UJINA, British transport, R. H. Coope, Calcutta 18th August.
 Aug. 27, TIGER, German gunboat, 1,494, Wittels, Kiel 16th June and Singapore 21st August.
 Aug. 27, Isis, British cruiser, from a cruise.

CLEARANCES.

At the Harbour Master's Office.
 27th August.
 Decima, German str., for Taku.
 Telemachus, British str., for Amoy.
 Mario Jeben, German str., for Java.

DEPARTURES.

Aug. 26, LAWADA, British transport, for Taku.
 Aug. 26, MALACCA, British str., for Shanghai.
 Aug. 26, RHIPUS, Dutch str., for London.
 Aug. 26, S. P. Hircocock, Amr. ship, for New York.
 Aug. 27, ERNEST SIMONS, Fr. str., for Europe.
 Aug. 27, Isis, British cruiser, cruising.
 Aug. 27, HSINGCHI, British str., for Shanghai.
 Aug. 27, KUNMING, Jap. str., for Santon.
 Aug. 27, PATAIA, British transport, for Taku.

VESSELS IN DOCK.

Kowloon Docks.—U.S.S. Monterey, Argus, U.S.S. Ibis, Hailong, Thales, H.I.G.M.S. Mortha, Pronto.
 COSMOPOLITAN Dock.—Nanshan, Stanfield.

SHIPPING REPORTS.

The German steamer *Kongkoo*, from Bangkok 21st August, had light S.W. winds and smooth sea.
 The British transport *Tainang*, from Shanghai 23rd August, had moderate N.W. to N.E. winds and fine weather.
 The British steamer *Kaifong*, from Cebu 22nd August, had moderate S.W. winds, moderate sea and high S.W. and W.S.W. swell and showery throughout.

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
 THE Company's Steamship
 "TSINAN."
 Captain Anderson, will be despatched as above TO-DAY, the 28th inst., at 4 P.M.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 18th August, 1900. [2102]

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
 THE Company's Steamship
 "TSINAN."
 Captain Anderson, will be despatched as above TO-DAY, the 28th inst., at 4 P.M.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 N.B.—Return Tickets issued by this Company are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 18th August, 1900. [2103]

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
 "ARRATOON APCAR."
 Captain A. Stewart, will be despatched for the above ports TO-DAY, the 28th inst., at 3 P.M.
 For Freight or Passage, apply to
 DAVID SABSON, SONS & CO., Agents.
 Hongkong, 23rd August, 1900. [224]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
 THE Company's Steamship
 "LOONGSANG."
 Captain Weigall, will be despatched as above TO-DAY, the 28th inst., at 4 P.M.
 This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO., General Managers.
 Hongkong, 24th August, 1900. [2249]

NORDDEUTSCHER LLOYD.

FOR SINGAPORE
 THE Company's Steamship
 "WONGKOL."
 Captain Brook Pigott, will be despatched as above TO-DAY, the 28th inst.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 25th August, 1900. [2273]

FOR SHANGHAI
 THE Company's Steamship
 "PAKHOI."
 Captain Williams, will be despatched as above TO-DAY, the 28th inst.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 27th August, 1900. [2264]

FOR AMOY.
 THE Company's Steamship
 "TELEMACHUS."
 Captain Sawyers, will be despatched as above TO-DAY, the 28th inst.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 27th August, 1900. [2264]

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
 THE Company's Steamship
 "SALAZIE."
 Captain Negro, will be despatched for the above ports on or about WEDNESDAY, the 29th inst., instead of as previously notified.
 For Freight or Passage, apply to
 G. DE CHAMPEAUX, Agent.
 Hongkong, 28th August, 1900. [2]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
 THE Steamship
 "INDRAVELLI."
 Captain W. E. Craven, will be despatched as above on or about the 24th August.
 For Freight, apply to
 JARDINE, MATHESON & CO., Agents.
 Hongkong, 20th July, 1900. [2036]

"SHIRE" LINE OF STEAMERS.
 FOR NAGASAKI, KOBE AND YOKOHAMA.
 THE Company's Steamship
 "RADNORSHIRE."
 Hadley, Commander, will be despatched for the above port on or about FRIDAY, the 31st August.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO., Agents.
 Hongkong, 25th August, 1900. [2274]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.
 * SIBIRIA (London with transshipment in Hamburg) About 21st Freight and Passage.
 * SAXONIA (London with transshipment in Hamburg) About 30th Freight.
 * SERBIA (London with transshipment in Hamburg) About 12th Freight.
 * KONIGSBERG (London with transshipment in Hamburg) About 30th Freight and Passage.
 * BAMBERG (London with transshipment in Hamburg) About 31st Freight.
 * These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.
 For further particulars as to Freight, Passage, etc., apply to
 CARLOWITZ & CO., AGENTS.
 HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 21st August, 1900. [13]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY.—Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
PUNCTUALITY.
 PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION).
 "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Aug., 1900
 "EMPEROR OF JAPAN" Comdr. G. E. A. Lee, R.N.R. WEDNESDAY, 26th Sept., 1900
 "EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 D. E. BROWN, General Agent, Pedder Street.
 Hongkong, 9th August, 1900. [9]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS.
 TAMBA MARU (NAGASAKI, KOBE and YOKO-) TUESDAY, 28th Aug., at 4 P.M.
 SADO MARU (MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID) FRIDAY, 7th Sept., at DAYLIGHT.
 W. Thompson

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
 A. S. MIHARA, Manager.
 Hongkong, 28th August, 1900. [12]

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	THURSDAY 6th September.
PREUSSEN	THURSDAY 20th September.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 3rd October.
SACHSEN	WEDNESDAY 17th October.
OLDENBURG	WEDNESDAY 31st October.
BAYERN	WEDNESDAY 14th November.
STUTTGART	WEDNESDAY 28th November.
KONIG ALBERT	WEDNESDAY 12th December.
PRINZ HEINRICH	WEDNESDAY 26th December.
PREUSSEN	WEDNESDAY 9th January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 23rd January, 1901.
SACHSEN	WEDNESDAY 6th February, 1901.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 20th February, 1901.
	6th March, 1901.

ON THURSDAY, the 6th day of September, 1900, at Noon, the Steamship "PRINZ HEINRICH" of the NORDDEUTSCHER LLOYD, Captain G. Meyer, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 4th September. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 5th September, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 5th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
 MELCHERS & CO., AGENTS.

Hongkong, 25th August, 1900. [8]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO., OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
OLYMPIA	2,837	S. Truebridge	Sept. 8	BRAEMAR	3,601	W. Watt	Aug. 29
DUKE OF TIFE	3,821	J. S. Cox	Sept. 11	ANGEL	2,907	W. S. Thomson	Sept. 20
GLENGOLE	3,750	W. Frakes	Sept. 15	MONSIEUR	2,872	J. Kennedy	Oct. 20
QUEEN ADELAIDE	2,832	F. McNair	Sept. 20				

* Calling at Shanghai.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA, TACOMA, or PORTLAND, £28.

The best route to the Klamath Gold Fields. Frequent Sailings from Victoria, TACOMA and PORTLAND to DYER and ST. MICHAEL.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, Goods Shipped by the route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to
 DODWELL & CO., LIMITED, General Agents.

Hongkong, 16th August, 1900. [10]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ CLYDE E. Street	{ About 31st August	Freight or Passage.
LONDON &c.	{ CHUSAN O. T. Denny, R.N.R.	{ Noon, 1st Sept.	See Special Advertisement.
YOKOHAMA VIA NA-ROHILLA	{ About 1st Sept.	{ Passing through the Inland	
GASAKI & KOBE (C. H. S. Toque, R.N.R.)			Sea. Freight or Passage.
LONDON	{ JAYA G. W. Gordon, R.N.R.	{ About 6th September	Freight or Passage.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 13th August, 1900. [1]

OCEAN STEAMSHIP COMPANY.

FOR LONDON (VIA SUEZ CANAL).
 THE Company's Steamship
 "PROMETHEUS."
 Captain Day, will be despatched as above on TUESDAY, the 4th September.
 For Freight, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 27th July, 1900. [2089]

REGULAR SERVICE FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.
 Calling at SAIPAN, PONAPE, FRIEDRICH WILHELMSHAFEN, PINSCHAFEN, HENRICH-HOF, TOWNVILLE, ROCKHAMPTON, BRISBANE and SYDNEY.
 On WEDNESDAY, the 5th September, 1900, at Noon, the Steamship
 "MUNCHEN."
 (4,536 Reg. Tonnage).
 Captain Krebs, with Mails, Passengers, Specie and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.
 For further Particulars, apply to
 MELCHERS & CO., Agents.
 Hongkong, 10th August, 1900. [2015]

VESSELS ON THE BERTH.
THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's New Steamship
"DIAMANTE,"
Captain A. Ramsay, will be despatched as above on FRIDAY, the 24th inst., at 4 p.m.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 24th August, 1900. [2247]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"RICHMOND CASTLE"
will be despatched for the above port on or about the 31st instant, and will be followed by the Steamship
"AFRIDI"
on or about the 8th September, and the Steamship
"MARIA DE LARRINAGA,"
For Freight, apply to
DODWELL & CO., Ltd.,
Agents.
Hongkong, 27th August, 1900. [2254]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERIAN, GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"CHUSAN,"
Captain C. D. Bennett, B.N.L., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 1st September, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 26th August, 1900. [1]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship
"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 5th Sept., at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 23rd August, 1900. [143]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ.

THE Steamship
"GLENESK"
will be despatched for the above port on or about 15th September, 1900.

To be followed by Steamship
"ANAPA,"
about 15th October.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 26th August, 1900. [2223]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BERGENHUIS" 3,600 Tons, on 25th Sept.

THE Steamship "BERGENHUIS" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA SHANGHAI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 25th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th August, 1900. [14]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South America, in connection with INDIA, CHINA, STRAITS, NAVARON, Co.'s fortnightly service between CALCUTTA, Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH.
OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Sept. 1, at Noon.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 1st September, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to travel fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 7th August, 1900. [4]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 11, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

NIPOON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.

THE Twin-Screw Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 11th September, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 17th August, 1900. [6]

VESSELS ON THE BERTH.
INDO-CHINA STEAM-NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
"CHELYDRA,"
Captain Davis, will be despatched as above on SATURDAY, the 1st September, at Noon.

For Freight or Passage apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 25th August, 1900. [2277]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship
"MAIDZURU MARU,"
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 2nd September, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 27th August, 1900. [15]

COMPAGNIE DES MESSEAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 10th September, 1900, at 1 p.m., the Company's Steamship "YARRA," Captain Schmitt, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Bombay.

This steamer connects at COLOMBO with the s.s. Ville de la Croix, which vessel takes on her Passengers and Mails, leaving that port on the 22nd September direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 9th Sept. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 28th August, 1900. [2]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 18, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Oct. 13, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Nov. 8, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 18th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 29th August, 1900. [3]

VESSELS ON THE BERTH.
CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, CEBU AND ILOILO.

THE Company's Steamship
"KAIFONG,"
Captain Ponnathoor, will be despatched on SUNDAY, the 2nd September, at DAYLIGHT.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th August, 1900. [2236]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"AIRLIE,"
Captain St. John George, will be despatched for the above ports on THURSDAY, the 6th prox., at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 17th August, 1900. [2235]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT
(TAKING CARGO AT LONDON RATES.)

THE Company's Steamship
"HECTOR,"
Captain Bari, will be despatched as above on THURSDAY, the 20th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th August, 1900. [2203]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

J. P. HITCHCOCK, Amr. ship, Gates.—Siemens & Co.
NORWOOD, British ship, Thos. Roy.—Order.

PETER RICKMERS, German ship, Scholer.—Arnhold, Karberg & Co.
PRESIDENT, British bark, W. B. Munro.—Siemens & Co.

HONGKONG.

Arratoon Apar, British str., 2879, Stewart, Aug. 20, David Sassoon Sons & Co.

Braemar, British str., 2316, Watt, Aug. 22, Dodwell & Co., Limited.

Chelydra, British str., 1567, Davies, Aug. 24, Jardine, Matheson & Co.

Chiyeon, Amr. str., 1177, Jamieson, Aug. 22, Chinese.

Chiyotai, British str., 1115, Morris, Aug. 24, Butterfield & Swire.

Clara, German steamer, 675, Hansen, Aug. 27, Jensen & Co.

Crown of Arragon, Brit. str., 1474, Dorward, Aug. 12, Gilman & Co.

Deplene, German str., 1290, Nissen, Aug. 24, Siemens & Co.

Empress of India, British str., 3003, Marshall, Aug. 21, C. P. R. Co.

Esau, British steamer, 1127, Roope, Aug. 23, Jardine, Matheson & Co.

Hainan, French steamer, 377, Merles, Aug. 25, A. R. Marty.

Hailong, British str., 783, Bathurst, Aug. 13, Admiralty.

Hanoi, French steamer, 749, Pannier, Aug. 25, A. R. Marty.

Hatim, French steamer, 750, Bast, Aug. 20, A. R. Marty.

Holstein, German str., 985, Ipland, Aug. 22, Jensen & Co.

Hongkong, French str., 882, Pannier, Aug. 27, A. R. Marty.

Indravelli, British str., 3152, Craven, Aug. 25, Jardine, Matheson & Co.

Kaifong, British str., 1024, Pennefather, Aug. 22, Butterfield & Swire.

Siarn, Estrella, British ship, 1,397, Farmer, July 8, Dodwell & Co., Limited.

Standford, British bark, 562, Wilson, June 22, Order.

Tam O'Shanter, Amr. ship, 1,432, Ballard, May 16, Standard Oil Co.

Westgate, British ship, 1,830, Neville, Aug. 9, Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 2,000 h.p., Comdr. C. G. F. M. Cradock, at Shanghai.

Algerine, sloop, 6 guns, 1,100 h.p., Comdr. R. H. Johnston Stewart, at Taku.

Argonaut, British battleship, 11,000, Capt. G. H. Cherry, R.N., at Hongkong.

Aurora, cruiser, 12 guns, 8,500 h.p., Capt. E. H. Bayly, at Nanchowang.

Barfleur, battle-ship, 11 guns, 9,000 h.p., Capt. G. I. S. Warrander, at Taku.

Bonaventure, cruiser, 10 guns, 7,400 h.p., Capt. J. C. Sawle, at Shanghai.

Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Singapore.

Britonmarr, gunboat, Capt. Philip Walter, at Hongkong.

Centurion, flag-ship, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, at Shanghai.

Daphne, sloop, 8 guns, 1,400 h.p., Comdr. C. W. W. Ingham, at Shanghai.

Dido, cruiser, 2nd class, Capt. P. F. Tildard, at Weihaiwei.

Eadymon, cruiser, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Taku.

Esk, gun-boat, 3 guns, 200 h.p., Lieut. and Comdr. C. Chidwick, at Shanghai.

Fame, torpedo-boat destroyer, 6 guns, 5,700 h.p., Lieut. and Comdr. Roger Keyes, Poilo River.

Firebrand, gun-boat, 4 guns, 360 h.p., in reserve, at Hongkong.

Goliath, battle-ship, 16 guns, 12,350 tons, 13,300 h.p., Capt. Lewis E. Wintz, at Shanghai.

Handy, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Hongkong.

Hart, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Shanghai.

Hermione, cruiser, 10 guns, 7,000 h.p., Capt. R. S. D. Cunningham, Nanking.

Humber, storeship, Comdr. H. J. Davison, at Hongkong.

Isis, cruiser, 2nd class, Capt. G. M. Henderson, at Hongkong.

Janus, torpedo-boat destroyer, Lieut. and Comdr. R. G. Corbett, left England.

Lionet, gun-vessel, 2 guns, 870 h.p., Comdr. Wm. W. Smythe, at Kinkiang.

Lizard, gunboat, Lieut. John C. Watson, at Shanghai.

Marathon, cruiser, Capt. John G. M. Field, at Shanghai.

Mohawk, cruiser, Capt. F. W. Freeman, at Swat

